

Maryland Historical Trust

Maryland Inventory of Historic Properties number: CH-384

Name: CH7/LIVERTON POINT RD OVER BEANS DAM CR

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <u>X</u>	Eligibility Not Recommended _____
Criteria: <u> </u> A <u> </u> B <u> </u> C <u> </u> D Considerations: <u> </u> A <u> </u> B <u> </u> C <u> </u> D <u> </u> E <u> </u> F <u> </u> G <u> </u> None	
Comments: _____ _____ _____	
Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u>3 April 2001</u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u>3 April 2001</u>

MARYLAND INVENTORY OF HISTORIC BRIDGES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

MHT No. CH-384

SHA Bridge No. CH 7

Bridge name Liverpool Point Road over Beaverdam Creek

LOCATION:

Street/Road name and number [facility carried] Liverpool Point Road

City/town Nanjemoy Vicinity _____

County Charles

This bridge projects over: Road _____ Railway _____ Water X Land _____

Ownership: State _____ County X Municipal _____ Other _____

HISTORIC STATUS:

Is bridge located within a designated historic district? Yes _____ No X
National Register-listed district _____ National Register-determined-eligible district _____
Locally-designated district _____ Other _____

Name of district _____

BRIDGE TYPE:

Timber Bridge _____:
Beam Bridge _____ Truss -Covered _____ Trestle _____ Timber-And-Concrete _____

Stone Arch Bridge _____

Metal Truss Bridge _____

Movable Bridge _____:
Swing _____ Bascule Single Leaf _____ Bascule Multiple Leaf _____
Vertical Lift _____ Retractable _____ Pontoon _____

Metal Girder _____:
Rolled Girder _____ Rolled Girder Concrete Encased _____
Plate Girder _____ Plate Girder Concrete Encased _____

Metal Suspension _____

Metal Arch _____

Metal Cantilever _____

Concrete X :
Concrete Arch _____ Concrete Slab X Concrete Beam _____ Rigid Frame _____
Other _____ Type Name _____

DESCRIPTION:Setting: Urban _____ Small town _____ Rural X**Describe Setting:**

Bridge No. 7 carries Liverpool Point Road over Beaverdam Creek in Charles County. Liverpool Point Road runs east-west, while Beaverdam Creek flows north to south. The area remains rural with only one house within 1/2 mile of the bridge.

Describe Superstructure and Substructure:

Bridge No. 7, Liverpool Point Road over Beaverdam Creek, in Charles County is a two span standard concrete slab bridge built to 1924 specifications. Both span lengths are 18' and the clear roadway width is 24' between the curbs. The superstructure, consisting of the slab, the roadway and the parapet is in fair condition. The deck is a 1'-3" deep concrete slab with a 1" open joint over the pier. The deck riding surface has open cracks at the ends of the bridge and random cracking across the rest of the surface. Debris and vegetation are found along both curb lines, while the underside of the deck is in good condition. The parapets are ornamented with molded panelling and capped with a saddleback coping following the 1924 specifications. They are not load bearing and rest upon the slab. The parapets are in fair condition with general wearing of the finished surface. The bridge is not currently posted.

The substructure consists of abutments, wingwalls and piers. The abutments are concrete gravity walls with surface scaling at the water line and an exposed footing 1' below the water surface. The wingwalls are short and flared at a 45 degree angle to the roadway centerline. They are in good condition with no signs of scour damage. The pier is a 2' wide solid shaft with scour exposing the footing 1' below the water surface, though no undermining has occurred.

Discuss Major Alterations:

This bridge remains in its original condition with no major alterations. A 2" metal conduit was attached to the outside face of the south parapet at an unknown date.

HISTORY:

When was the bridge built? c. 1924

This date is: Actual _____ Estimated XSource of date: Plaque _____ Design plans _____ County bridge files/inspection form X

Other (specify) _____

WHY was the bridge built?

Maryland's primary and secondary roads system had become inadequate to the huge freight trucks and volume of passenger cars in use after World War I.

WHO was the designer?

State Roads Commission

WHO was the builder?

State Roads Commission

WHY was the bridge altered?

N/A

WAS this bridge built as part of an organized bridge-building campaign?
Yes, post World War I improvements to secondary roads.

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:

A - Events _____ B - Person _____
C - Engineering/architectural character ____

Was the bridge constructed in response to significant events in Maryland or local history?

Reinforced concrete slab bridges are a twentieth century structure type, easily adapted to the need for expedient engineering solutions. Reinforced concrete technology developed rapidly in the early twentieth century with early recognition of the potential for standardized design. The first U.S. attempt to standardize concrete design specifications came in 1903-1904 with the formation of the Joint Committee on Concrete and Reinforced Concrete of the American Society of Civil Engineers.

Maryland's roads and bridge improvement programs mirrored economic cycles. The first road improvement of the State Roads Commission was a 7 year program, starting with the Commissions establishment in 1908 and ending in 1915. Due to World War I, the period from 1916-1920 was one of relative inactivity; only roads of first priority were built. Truck traffic resulting from war related factories and military installations generated new, heavy traffic unanticipated by the builders of the early road system. From 1920-1929, numerous highway improvements occurred in response to the increase in Maryland motor vehicles from 103,000 in 1920 to 320,000 in 1929, with emphasis on the secondary system of feeder roads which moved traffic from the primary roads built before World War I. After World War I, Maryland's bridge system also was appraised as too narrow and structurally inadequate for the increasing traffic, with plans for an expanded bridge program to be handled by the Bridge Division, set up in 1920. In 1920 under Chapter 508 of the Acts of 1920 the State issued a bond of \$3,000,000.00 for road construction; the primary purpose of these monies was to meet the state obligations involving the construction of rural post roads. The secondary purpose of these monies was to fund (with an equal sum from the counties) the building of lateral roads. the number of hard surfaced roads on the state system grew from 2000 in 1920 to 3200 in 1930. By 1930, Maryland's primary system had been inadequate to the huge freight trucks and volume of passenger cars in use, with major improvements occurring in the late 1930's. Most improvements to local roads waited until the years after World War II.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth & development of the area?

Although built following the first World War post construction phase, this bridge did not greatly affect the area surrounding it. The structure did not increase settlement or industry.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from historic and visual character of the possible district?

No, this bridge is not located in an area which is eligible for historic designation.

Is the bridge a significant example of its type?

No, this is a typical example of a 1924 standardized concrete slab bridge.

Does the bridge retain integrity of important elements described in the Context Addendum?

Yes, the character defining elements of this bridge have retained their integrity.

Is bridge a significant example of work of a manufacturer, designer and/or engineer?
No, this is an undistinguished bridge built from standardized state plans.

Should the bridge be given further study before an evaluation of significance is made?
No, This structure should not be given further study. Although it reflects the state's post war construction needs of an expanded secondary roads system, this bridge does not demonstrate any additional distinction or significance.

BIBLIOGRAPHY:

County inspection/bridge files X SHA inspection/bridge files
Other (list):

Charles County Bridge Inspection Report, 1993

SURVEYOR/SURVEY INFORMATION:

Date bridge recorded 8/11/95
Name of surveyor Timothy J. Tamburrino
Organization/Address P.A.C. Spero & Company, 40 W. Chesapeake Avenue, Suite 412, Baltimore,
Maryland 21204
Phone number 410-296-1635 FAX number 410-296-1670

CH-384





CH-384

1 OF 4

BRIDGE # CH7
CHARLES COUNTY

D. BHAUMIK
2-2-95

MARYLAND SIPPO SHA

LIVERPOOL POINT ROAD OVER BEEVER DAM CREEK
LOOKING EAST ON LIVERPOOL POINT ROAD



CH-384

2 OF 4

BRIDGE # CHT
CHARLES COUNTY

D. BHAUMIK
2-2-95

MARYLAND ~~SHPOSHA~~

LIVERPOOL POINT ROAD OVER DEEVER
DAM CREEK
LOOKING WEST ON LIVERPOOL POINT ROAD



CH 384

3 OF 4

BRIDGE # CH7
CHARLES COUNTY

D. BHAUMIK

2-2-95

MARYLAND SHPO SHA

LIVERPOOL POINT ROAD OVER BEEVERDAM
CREEK

LOOKING NORTH (DOWNSTREAM FACE)



CH 384

4 OF 4

BRIDGE # CH 7

CHARLES COUNTY

D. BHAUMIK

2-2-95

MARYLAND SHPO SHA

LIVERPOOL POINT ROAD OVER
BEEVERDAM CREEK

LOOKING SOUTH (UPSTREAM FACE)